Avion 1977-12-07

Embry-Riddle Aeronautical University

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Army Aviation Associations ERAU Employees

Kenneth Richardson, Veterans Affairs, and Mary Ditthamer, Admissions, were awarded certificates of appreciation by the Embry-Riddle chapter of the Army Aviation Association of America (AAAA).

AAAA President David Keith presented the awards to the two women at the annual professional banquet held at the Boardwalk Holiday Inn Friday evening.

Citing exemplary cooperation with the Veteran community and particularly effective assistance in student dealings with the Veteran's Administration, Keith presented Mr. Richardson the Certificate of Appreciation on behalf of the 104 AAAA members for a job done in an exemplary fashion.

Mary Ditthamer was honored for her tireless efforts in assisting active duty military personnel in their admissions to ERAU.

Keith emphasized that the awards were in recognition of services and considerations that were well in excess of what is normally expected of administrative staff members, and that the national chapter welcomes opportunities to honor those who aid its members.

Sikhorsky Aircraft sent Mr. Ron Menitt to address the AAAA members on current helicopter programs. Mr. Menitt discussed the UH-60A Blackhawk, the U.S. Army's new tactical helicopter, citing the aircraft as the most sophisticated helicopter in production in the world, Menitt's film and lecture presentation outlined what military rotary wing aviation concepts through the turn of the century will be. Increased crashworthiness, reliability, cargo capacity and speed are coupled with lowered maintenance requirements to give the Army increased aviation flexibility and dependability.

OΔK Honorary Taps 19

Outstanding Delta Kappa, the national leadership and scholarship honorary, tapped 19 of ERAU's outstanding upperclassmen for membership Sunday night at the President's Residence.

The initiates were selected on a basis of scholarship, participation in school and civic affairs, and leadership as evidenced by supervisory and elective positions.

The initiatees were: Laurence Adams, Daniel Farnham, Paul Gilematti, Paul Harris, Ray Katz, Kenneth Nih, David Keith, Robert Learson, Albas Macask, Joseph Oli, John Schiffner, Terry Smith, William Sovie, Simon Sizer, Thomas Sente, Johnathan Throber, Anne Wilson, Sally Stillem, Craig Sablatne.

Photo by Burki

Locomoting In The UC

Photo by Henry

Sour Grapefruit

Photo by Burki

College Is Stimulating
LETER TO THE EDITOR

Mr. Ray Kote
E-BAU Avion
Daytona Beach, FL 32015

December 2, 1911

As the season draws to a close, I have one last thing to say, and that is, that many letters, talk, and questions to my house have got their attention and E-BAU was awarded another pilot grant for the Air Force ROTC program than any other school in our campus in the nation. Now I recognize that there are many more about pilots quips for the last 30 weeks they have not, but do believe. At this writing, 21 pilots are in the E-BAU sophomore, only five people have a fully qualified. The biggest problem seems to be that the school would be to really the necessary six days to be considered a pilot competent on an open clear area to take the six steps. (which you do without (option).) Time is now running short and if more sophomores or students graduating between October 20, 1917 and September 30, 1918 do not come up with their flight plan that was due by January 1919 they must be returned to the team for affiliation to AFRAC to be distributed to qualified sophomores at eligible flight schools. If you understand that you are truly interested, visit the AFROTC office and fill out the appropriate flight application (without (option) to see if you qualify. 

1. Application
2. AFROTC Office Qualifying Test (AFQOT)
3. Flight hours in Physical Examination
4. Score a's or take SAV in January of 1978.

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4. Score a's or take SAV in January of 1978.
What a day! The Locomotion Circus crew did capture the hearts of the Emory-Riddle students and professors alike as they took over the U.C. "third floor" for the day. With a packed house for both the morning and afternoon programs, Emory-Riddle's student body truly had something special to offer the community.

The exhilarating hour plus performance of drumming physical displays, mechanical feats, and Aonzo hand-body balancing, acrobatics, sword, and juggling, all done in comedic routines, sometimes to the accompaniment of music played by Cyra playing a trumpet.

For four hours in the afternoon, "Flip" and "Peg" their way to be partner. Joined in for the afternoon program, most of the time in the air, he did come down every once in a while to help a number of students refine their skills on the balancing act. Meanwhile, Cyra & Buzzare were busy all afternoon helping moving a new student or a visiting faculty member. This was a fun afternoon and there were always students for these willing teachers who were not available for the Barnum and Bailey Circus.

Their evening performance was followed by a wonderful kind of body movement. The Emory-Belly Dancers once over to turn on their student body. They tried to excite all of student bodies, as they moved throughout the audience in their bare arms. They also held a workshop as they grabbed some innocent volunteers from the audience, and took them on stage for some quickie action in the art of making one's stomach purr.

What a fun day and I'm sure everyone enjoyed the time we spent. I would like to thank the audience attendance and action.
It was another excellent weekend for everyone as the brothers of Sigma Chi went first class all the way. On Saturday night we held our Faculty-Club Party. We were pleased to see many of our instructors attend and really got to know them better outside the classroom. We hope they also had an enjoyable time partying with their fellow workers. We plan to do more of the kind in the near future in hopes of improving the student/faculty relations.

On Saturday, we were fortunate enough to attend the wedding of alumni Dave Whillock to former sweetheart of the chapter, Carol Leggate. Sigma Chi Alumni and their fleet of Caesar 17s made the trip to Lakefront in record time after a night delay on departure from Middle suction, Gate One. After a fantastic reception and a little bit of navigation we made our way back to Daytona Beach, despite encountering some IFR conditions, although reports called for clear weather. Congratulations to the newly married couple.

University-White Christmas Party

7:30 PM
Thursday, December 8, 1977

University Center

Refreshments

DBCCH Choir

Sponsored by Faculty & Staff

For a change, Delta Chi spent nearly this whole week thus far. Our happy hour was held on Thursday night. We started off around 7:30 with lots of good company and alcohol. As usual, things got a little rowdier as the night went on. Once again, several of us ended up at the Sigma Phi Delta house. We went over to the museum and have a hoot. All will be well again. See you at the SPD Castle.

Alumni: Please, don't forget the formal Christmas party this Saturday. Wear a tie. This will probably be the last party of the term and probably the last good time before finals start in full force. Also, competitive pictures will be taken tonight from 6:00 to 8:00 at the SPD house. It will be great and tie and bring all $500. No pictures!

This will be the last article of the trimester, so we would like to wish everyone happy holidays and, of course, good luck on exams.
Libyan Students Arrive For Training

The first of a group of Libyan students have arrived to commence training under a contract with the Libyan Air Club which is equivalent to our General Aviation in this country.

The majority of the students will commence a course of training in Maintenance Technology, with a small group enrolled in Flight Technology to acquire ratings through CFI and multilaterals.

The students presently are concentrating their efforts toward acquiring more experience in the flight environment, prior to commencing more technical training. When their English training is completed, they will be integrated into their respective areas of concentration as enrolled in any other student enrolled at Embry-Riddle Aeronautical University.

With these and other international students enrolled at the university, an excellent opportunity is provided to learn the culture and history of their countries. It would benefit all if we place ourselves in the shoes of someone visiting us for the first time, unaware of ourselves in a different environment, and offer a helping hand. These students areStrange, we find it hard to return to their home countries as more knowledgeable citizens of the world.

S.A. Enfield
Office of Contract Services

AVROC

by Mike Slaven

As the trimester winds down to an end, this last book loaf ahead to next trimester. Next trimester has a lot in store for the club. A field trip to an interest center in Jacksonville is slated for around the 7th of January. Also a tour of the F-22's at Naval Air Station at Jacksonville.

So far this past trimester, six members have been selected for Naval Aviation in the Aviation Reserves Office Candidate Program (AVROC). This is the major objective of the club. As I said, we are proud of all these students and with them the best of luck.

That's all for this trimester, we'll be looking for you all next trimester, old as well as new members. Don't forget our club picture will be taken tomorrow (Wed. Dec. 10) at the meeting at 7:00 p.m. We all need to be there.

The Aviation Maintenance Technology next trimester will offer for a new course beginning with the Spring '02 trimester starts. AMT (chip). Aircraft Maintenance for Pilots. This three credit hour course will meet Monday, Wednesday, and Friday at 6:00 p.m. for the three hour. The course will provide the student with a fundamental knowledge of aircraft maintenance from a pilot and non-pilot owner's point of view.
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The proposed Dallas flights are expected to serve a total of 228,000 passengers in the first five months, including 125,000 passengers in the first two month's service.

This filing by Piedmont is in response to complaints by the cities of direct flights to Dallas. One of the most significant benefits of this service, according to Piedmont's statement, is that thousands of air travelers would no longer have to change planes on their trips to Dallas/Ft. Worth.

Piedmont President T. H. Davis, commenting on the plans for the application, said, "We will ask the CAB to modify or approve our request for service to Dallas/Ft. Worth. We're sure our service in these areas support us in this." Piedmont Airlines currently serves over 80 cities in 12 states, plus the District of Columbia, with a fleet of 25 Boeing jets and 21 YS-11 prop-jet aircraft.

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**Northrop 1st F-18 Major Assembly On Schedule**

LOS ANGELES – Aug. 19, 1977 – Assembly of the first major components for the U.S. Navy’s new F-18 Hornet strike fighter began on schedule this week at Northrop’s aircraft manufacturing facility in Hawthorne, Calif.

Witnessed by many of the company’s 2,000 employees currently involved in the F-18 program, the milestone event marked the start of production on the new aircraft’s center and aft fuselage sections. This assembly procedure signals the beginning of the final manufacturing process that will lead to the first flight of the initial F-18 in the fall of 1978.

The U.S. Navy, citing the F-18 “our single most important aviation development program” in its 1977 posture statement to Congress, has indicated a requirement for 811 Hornets. Earlier this year the Navy reported to Congress that the F-18 program “is doing well, is on schedule and has met all technical milestones to date.” This week’s unannounced start of final assembly of the first of the new F-18s marked the continuation of this record.

In addition to the Navy’s use of the F-18 in both the fighter and attack role, the Marines will utilize the Hornet in both a light attack and air defense role. Admiral J.E. Holloway, Chief of Naval Operations, has characterized the aircraft by stating that “In its cost class, the F-18 provides unmatched capability to perform the Navy’s fighter and attack missions.”

A prototype of the F-18 has been conducting tactical demonstrations at a number of Navy and Marine Corps bases. U.S.N. and U.S.M.C. experimental pilots and command personnel have witnessed the F-18 prototype demonstrate what the aircraft can do in the combat arena. Commenting on his own flight experience in the aircraft, a top Navy fighter pilot said that in certain circumstances the prototype F-18 flying today “is superior to any tactical fighter we have in the Naval inventory.” One Navy fleet commander said “it will give the attack pilot performance he’s never had before.” Two F-18 prototypes have accumulated nearly 500 hours of flight test and demonstration time.

The Navy has scheduled the F-18 to enter fleet service in the early 1980s. After an extensive flight test program.

Northrop, in a unique training agreement with McDonnell Douglas, St. Louis, prime contractor on the Navy F-18, is responsible for building the center and aft fuselage, including engine installation, and the vertical assembly of the new aircraft that will eventually replace two airplanes — the F-4 and A-7 — currently in Navy operational service. The assemblies started this week are the first major portions of the F-18 to be constructed and will ultimately be shipped to San Diego, Calif. for final assembly of the aircraft.

**Delta To Inaugurate Atlanta-Denver, Atlanta-Tulsa Service**

Delta Air Lines will inaugurate nonstop and direct service to Denver, and nonstop Atlanta-Tulsa service in the Arkansas city’s main airport, the Oklahoma City Air Terminal, and said also it would use Lockheed L-1011’s and Boeing 727-200’s on the new routes.

David Garrett, Jr., Delta’s President, described the two new services as “gold releases of opportunity for all three cities and the region. It is a recognized fact that each new transportation tie between cities creates additional economic vitality for the areas involved. These are the ‘gold mines’ to which I refer. The new routes create vastly needed new transportation ties, and they will greatly enhance and strengthen already existing cultural and commercial contacts between these important cities.”

Garrett pointed out that the benefits of the new routes to Denver and Tulsa “do not stop in Atlanta. Delta’s world-renowned traffic-gathering complex in Atlanta (Edgemoor daily departures) will permit us to offer single carrier service from Denver and Tulsa to 12 major cities in the Southeast. Travelers will, henceforth, save time, enjoy more convenience, and in many instances, their fares will be lower than those paid in the past.”

Garrett observed that Delta’s new service to and from Atlanta-Denver will feature five daily roundtrips, four of which will operate nonstop (Denver to Atlanta and return). For passenger and shippers’ convenience, they have been scheduled in nonstop services. The new routes will be operated with Delta’s mainline jets, Delta’s use of the L-1011’s and 727-200’s on the new routes, will be operated as part of Delta’s internationally recognized new jet service program.

Delta’s new Atlanta-Tulsa service will feature three daily roundtrips, five days a week beginning July 1. From Atlanta to Tulsa, morning and evening nonstop jets to Atlanta, two daily westbound to

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